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संख्या- 464 / 968 / 11-उन्नीस / पी0एस0 / कैम्प / 2003-2011

प्रेषक,

पी0सी0 शर्मा,
प्रमुख सचिव,
उत्तराखण्ड शासन ।

सेवामें,

समस्त जिलाधिकारी,
उत्तराखण्ड ।

नागरिक उड्डयन विभाग

देहरादून : दिनांक 27, जनवरी 2012

विषय:- विधानसभा चुनाव 2012 के दौरान विभिन्न हेली ऑपरेटर द्वारा हेलीकॉप्टर के परिचालन की अनुमति ।

महोदय,

कृपया उपर्युक्त विषयक श्री ई0के0 भारत भूषण, महानिदेशक नागर विमानन, भारत सरकार के पत्र संख्या- DDG/MISC/2012-AS दिनांक 17 जनवरी, 2012 की प्रतिलिपि इस आशय से संलग्न कर प्रेषित की जा रही है कि विधानसभा चुनाव 2012 के दौरान विभिन्न हेली ऑपरेटर द्वारा हेलीकॉप्टर के सुरक्षित एवं सुचारु परिचालन हेतु DGCA द्वारा पारित Air Safety Circular 2 of 2012 on 'Operation of small aircraft/helicopters- Adherence to Safety Guidelines' का अनुपालन सुनिश्चित कराने का कष्ट करें।

संलग्नक-उपरोक्तानुसार।

भवदीय,

(पी0सी0 शर्मा)
प्रमुख सचिव

संख्या- 464 / 968 / 11-उन्नीस / पी0एस0 / कैम्प / 2003-2011, समदिनांकित

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित:-

- 1- समस्त वरिष्ठ पुलिस अधीक्षक, उत्तराखण्ड को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।
- 2- निदेशक, राजकीय नागरिक उड्डयन निदेशालय, वी0आई0पी0 हैंगर, जोलीग्रान्ट एअरपोर्ट, देहरादून को संलग्नक सहित सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।
- 3- निदेशक, NIC सचिवालय को इस अनुरोध के साथ कि कृपया उपरोक्त Guidelines की प्रति इस पत्र सहित सम्बन्धित वेबसाइट पर डालने का कष्ट करें।

आज्ञा से,

(पी0सी0 शर्मा)
प्रमुख सचिव



ई. के. भारत भूषण, आई.ए.एस.

E. K. Bharat Bhushan, IAS

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SPEED POST/स्पीड पोस्ट

महानिदेशक नागर विमानन

तकनीकी केन्द्र

सफदरजंग हवाई अड्डे के सामने

नई दिल्ली - 110 003

DIRECTOR GENERAL OF CIVIL AVIATION

TECHNICAL CENTRE

OPPOSITE SAFDARJUNG AIRPORT

New Delhi - 110003

प्रहस नो 30

मुख्य सचिव
उत्तराखण्ड शासन

अर्ध-शासकीय क्रमांक/D.O.No. DDG/MISC/2012-AS

दिनांक/Dated the 17th Jan 2012

Dear Shri. Subhash Kumar,

As you are aware, State of Uttarakhand is going for elections in the coming months. During this period, political parties have hired the services of non-scheduled and private operators for use of small aircraft and helicopters, which will be deployed for election campaign. These machines will be frequently operating to/from improvised helipads/air strips and often flying in the uncontrolled airspace.

Keeping in view safety of aircraft operations, DGCA has issued Air Safety Circular 2 of 2012 on '**Operation of small aircraft/helicopters – Adherence to Safety Guidelines**' for compliance by various stake holders (copy enclosed).

I have personally convened a meeting of non-scheduled/private operators, Airports Authority of India and my regional offices today to apprise them with various operational, airworthiness and safety requirements to be complied by all concerned during the election period.

In view of the above, I seek your cooperation in ensuring safety of aircraft operations during the election period and request you to take up the matter at District Administration level in this regard.

With warm regards.

Yours sincerely

(EK Bharat Bhushan)

Sh. Subhash Kumar
Chief Secretary
Govt. of Uttarakhand
Dehradun-248001



सत्यमेव जयते

GOVERNMENT OF INDIA

OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION
TECHNICAL CENTRE, OPP. SAFDARJUNG AIRPORT, NEW DELHI

AIR SAFETY CIRCULAR 2 OF 2012

File No. AV.15011/2/2012

Dated 13th Jan 2012

Subject: Operation of small aircraft/helicopters – Adherence to Safety Guidelines

1. INTRODUCTION

VIPs, SPG protected persons and other important persons of eminence in public life use air travel frequently for electioneering and other purposes in small aircraft/helicopters of private/non-scheduled operators. Further, election flying is a highly demanding exercise in terms of skill levels, professionalism and tact. Long flying hours, large number of take-offs and landings, weather changes, lack of proper rest and recuperation arrangements, hurriedly prepared helipads, frequent changes in itinerary, time management, highly stressed security arrangement, crowd control, congested airspace, lack of adequate communication and airspace management, commercial interest and language barrier are some of the challenges of election flying.

Analysis of earlier accidents/incidents associated with small aircraft/helicopter operations from improvised airstrips/helipads revealed that laid down instructions were violated time and again and safety was jeopardised.

Though number of guidelines and circulars have been issued in the past for ensuring safety in air operations by small aircraft and helicopters, following guidelines are reiterated so that the same are followed meticulously for ensuring safe operation of small aircraft/helicopters.

2. REQUIREMENTS

2.1 Operational

- 2.1.1 All Non-scheduled/private helicopter operators and their pilots should ensure that their licence and ratings are current and are certified to carry out such operations.

- 2.1.2 All Non-scheduled/private helicopter operators and their pilots should ensure that at least 24 hrs. prior to commencing flight, the existence of a suitable helipad should be confirmed in writing with latitude/longitude reference and/or any other physical reference on the ground from the District authorities (DM/SDM/SSP/SP/SHO) of the area intended to be used for landing.
- 2.1.3 The flight crew/operators should ensure strict adherence to FDTL requirements, weather minima compliance and proper weather briefing obtained before commencement of flights. The flight plan should be filed with complete details to the nearest ATC unit, indicating the exact number of passengers and load.
- 2.1.4 The requirements contained in CAR Section 5, Series F, Part III regarding pre-flight medical examination shall be strictly adhered to.
- 2.1.5 The flight crew/operators should ensure strict adherence to proper loading of aircraft/helicopter in accordance with CAR Section 2, Series X, Part II. At no stage, there should be no excess passenger/load.
- 2.1.6 The flight crew should ensure complete stoppage of helicopter rotors/aircraft propellers before permitting embarking/disembarking of passengers.
- 2.1.7 After arrival at destination as per the coordinates if the landing zone/helipad cannot be located, the crew should contact district authorities with the available mode of communication for an alternate secured landing site if available or proceed to the next destination. The crew should immediately inform telephonically followed by written report to concerned regional Air Safety Office and Director Air Safety (Hqrs.)

2.2 Airworthiness


- 2.2.1 The aircraft/helicopters hired for such purposes should be airworthy and meet all mandatory requirements before flying.
- 2.2.2 The pilot/maintenance personnel should ensure deactivation of duplicate controls, in case passengers are accommodated on co-pilot's seat, as per the instructions in vogue. Prior to the flight, passengers should be briefed on safety aspects like fastening of seat belts, no smoking, evacuation procedures, etc.
- 2.2.3 In case of refueling, the quality of fuel should be ensured. Adequate fuel should be uplifted for the flight as planned including contingencies.
- 2.2.4 Before departure from base, the operator should ensure that the aircraft/helicopter is free from any defect and proper rectification/maintenance procedures are followed.

2.3 Miscellaneous

- 2.3.1 The operator shall ensure adequacy of dimension of the helipad/airstrip for the type of helicopter/aircraft being used and approach and take-off areas being clear of obstacles like tall trees, high tension wires etc.
- 2.3.2 The operator shall ensure that adequate safety measures are taken during landing/take-off.
- 2.3.3 The improvised helipad/airstrip, as viewed from air, should not be in close proximity of any assemblage of persons.
- 2.3.4 The operator shall ascertain from District Administration that the surface of improvised helipad is level and does not have loose soil which might raise a dust with rotor downwash cutting down visibility at the time of landing.
- 2.3.5 It should be ensured that the improvised helipads/airstrips have minimal ground markings for identification purposes and means to detect the wind direction as viewed from the air. The helipads/airstrips should be guarded by police/security personnel to check movement of unauthorized persons/restrict movement of persons to close proximity of the helicopter/aircraft.
- 2.3.6 The operator shall ascertain from District Administration regarding adequacy of fire fighting and rescue services at the destination before undertaking operations in accordance with CAR Section 4, Series B, Part II.
- 2.3.7 The Aerodrome Operator shall ensure adequacy of parking space for aircraft/helicopters to avoid ground incidents.
- 2.3.8 Airports Authority of India shall ensure proper air traffic management to avoid traffic congestion.

All stakeholders are hereby advised to strictly adhere to above safety guidelines for ensuring safety of helicopter/small aircraft operations.

This circular supersedes Air Safety Circular 5 of 2008.


(EK Bharat Bhushan)
Director General of Civil Aviation

- To:
1. All Non Scheduled Operators
 2. Private Operators
 3. Airports Authority of India
 4. Internal distribution as per list.